

## BUS SERVICE DEMANDS SPECIAL DESIGN AND CONSTRUCTION

### Test of Republic Knight-Motored Bus at Baltimore Proves Correctness of Basic Features.

In commenting on the order for 26 Republic Knight-Motored Buses of 25-passenger capacity, which the Baltimore Transit Company recently placed with the Republic Truck Sales Corporation, Colonel Frank E. Smith, President and General Manager, in an interview with local press representatives, brought out some interesting sidelights in connection with this sale.

"Although at the time we started the Public Utility Division of the Republic Company, Republic had more truck chassis equipped with bus bodies, operating in various parts of the country, than any other exclusive Truck Manufacturer, yet we realize that the successful answer to passenger transportation by Motor Bus was not to be found by the use of the ordinary truck chassis, any more than the underbody and trucks of a freight car could be readily adapted for passenger carrying use on steam rail roads.

"Our Public Utility Division, therefore, working closely in co-operation with the Electric Street Railway Companies, determined to design and produce a passenger carrying bus that would be the last word in appearance, mechanical design and operating efficiency, and the result is the present Republic Knight-Motored Bus.

"The success of the methods employed by Republic in designing and producing the Republic product, were vividly demonstrated in Baltimore recently, and naturally were a very important factor in our securing the bus order from the Baltimore Transit Company.

"A committee from the Republic factory, composed of Vice President O. W. Hayes, Chief Engineer B. F. Wright and Public Utilities Division Manager Ralph M. Sparks, in concert with Mr. Lawrence Fuller, Chief Engineer of Fuller & Sons Manufacturing Company, and Mr. E. B. Ross, Vice President of the Clark Equipment Company, went to Baltimore for the purpose of inspecting the Republic Knight-Motored Bus, which had been in test operation for over five months on the Charles Street Route of the Baltimore Transit Company.

"This particular Republic Bus, during its test operation, was operated over 18,000 miles in direct competi-

tion with other Buses, and was actually subjected to a service that would ordinarily be considered normal for a nine months' period of operation.

"On dis-assembling this Bus, the Committee found that such vital units as the Knight Sleeve Valve Motor, Transmission, Universal Joints, Steering Gear and Rear Axle units, were in perfect condition. Of particular interest, naturally, was the Knight Sleeve Valve Motor, in the bearings of which were clearly visible the original tool marks, showing no signs of wear whatsoever. No noticeable wear was discovered in either the pistons or cylinders of the motor, and it was the consensus of opinion of the Committee, that the Motor had not yet reached its highest point of efficiency, after its service through 18,000 miles of travel, and that the pistons and cylinders had not yet been worn in sufficiently to give the best results.

"In the transmission gears, the amount of wear visible was less than what is ordinarily found in a motor vehicle after about 5,000 miles service. The Universal Joints in the drive shaft were as perfect as the day they were installed in the Bus. In the rear axle, there were absolutely no signs of wear in any part, a fact which amply demonstrated its superiority of design and construction.

"Both Vice President Hayes and Chief Engineer Wright of our Company are men of sound experience in engineering and production of Automotive equipment, and our entire organization is naturally elated over the successful performance of their joint creation, the Republic Knight-Motored Bus.

"We have several of these Buses in test operation at the present time, in a number of leading Eastern cities, and feel that our efforts to help solve the problems of Traction Companies in developing suitable supplementary or feeder service to their existing railway lines, through the use of Motor Buses of fine appearance, ample carrying capacity and comfortable riding qualities, are proving of great interest, not only to those Companies, but to the Public at large."

#### Lines to Be Remembered.

The only fountain in the wilderness of life where man drinks of water totally unmixed with bitterness is that which gushes for him in the calm and shady recesses of domestic life.—William Penn.

## TASTEFUL UNDERGARMENTS ARE GAINING IN PRESTIGE

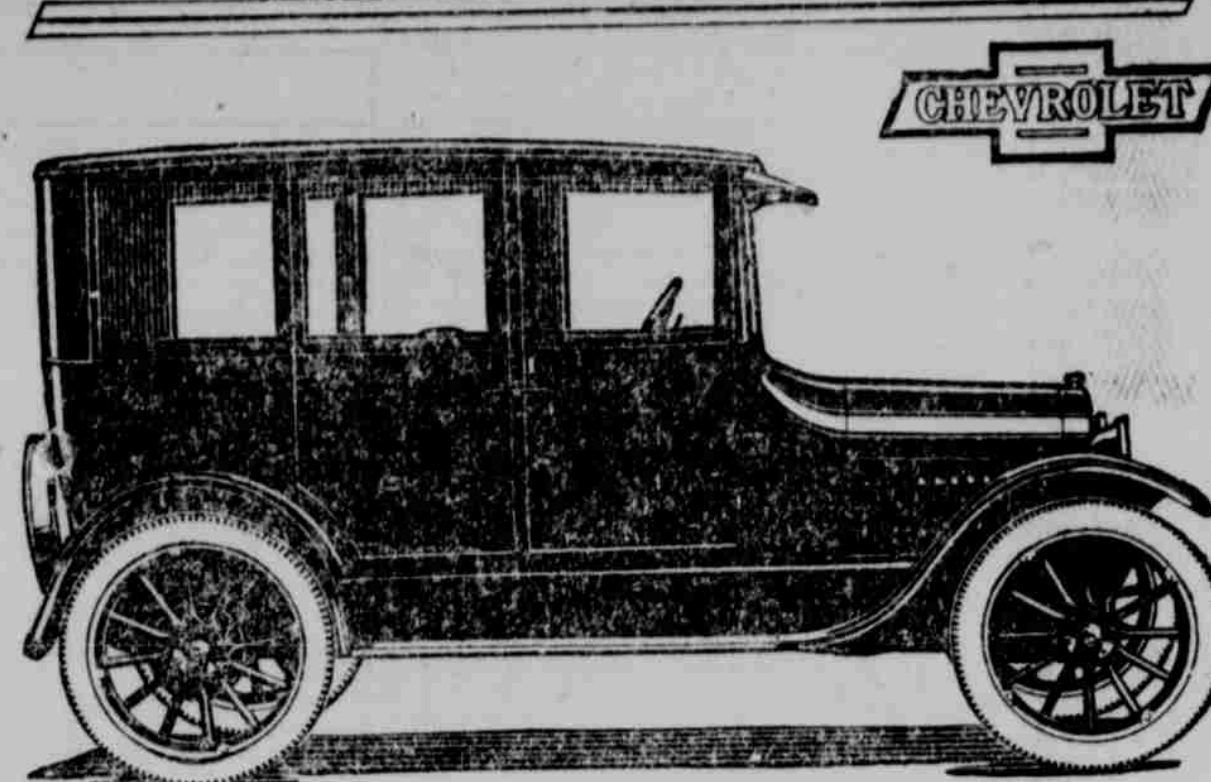


THE taste of women all over the country has made a great advance in the matter of undergarments; at least that is the assertion made by manufacturers of this kind of apparel. There is an insistent demand for good quality in the materials used and less liking for ornate trimmings. Decorations must now be kept attractively simple and only enough lace and ribbons used to add the flavor of daintiness in the finish of underwear.

In materials, fine nainsook and batiste in white and in the same colors that are favored in silk will probably account for most of the underwear made. Radium silk and crepe de chine, in flesh, orchid, peach and light blue, emphasize the advance made by colors in popular favor.

The step-in chemise and the combination vest and step-in drawers find themselves in demand. It is the latter that is pictured here, made of batiste and trimmed with val lace in insertions and ruffles. Ribbon serves for the shoulder straps that support the bodice, but some strapless models are shown with an elastic band at the top which holds the bodice in place. The drawers portion is wide and curved up at each side, where small ribbon bows are placed to emphasize the gracefulness of this treatment.

*Julia Bottomley*  
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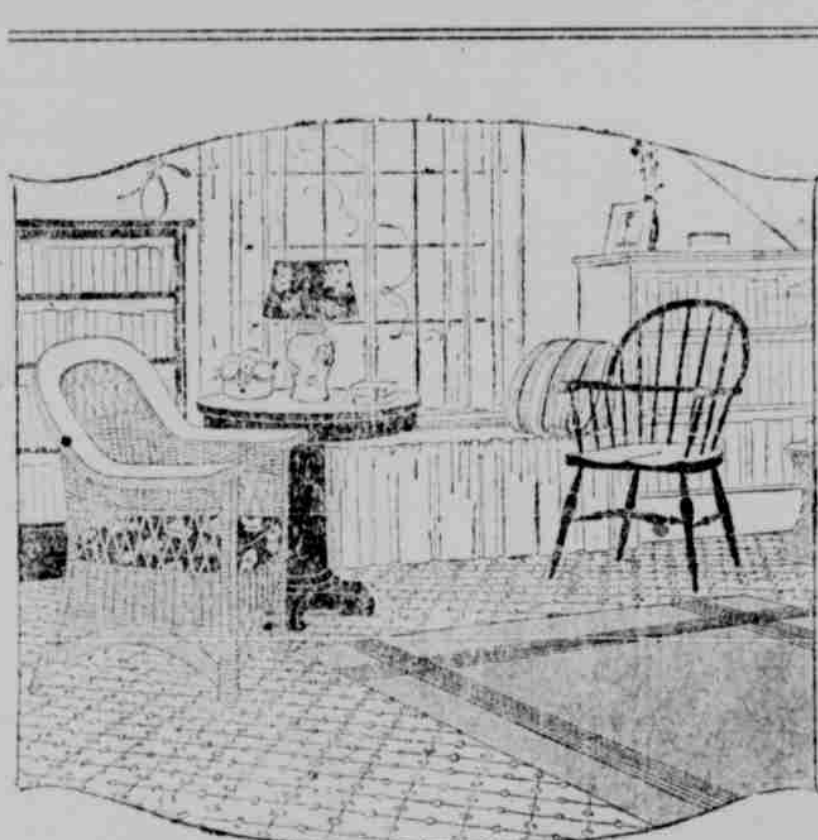
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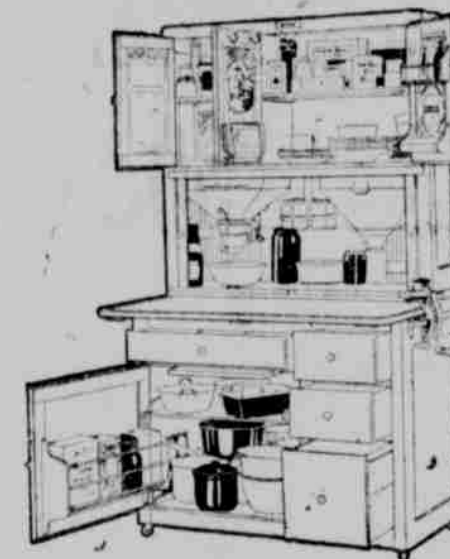
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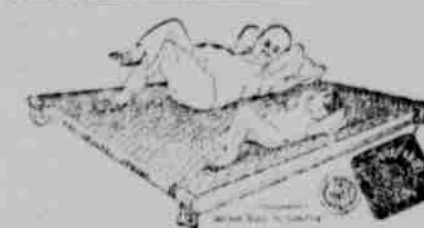
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